

MARTELL'S  
THREE STAR  
BRANDY  
\$28.00 PER CASE.  
Sole Agents—  
H. PRICE & CO.,  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

VERY OLD  
JAMAICA  
RUM  
\$9.50 PER DOZEN.  
H. PRICE & CO.,  
12, Queen's Road Central.

No. 14,622 號二十式百陸千四萬一第 日四十月正年十三緒光 HONGKONG, FRIDAY, FEBRUARY 17TH, 1905. 伍拜禮 號七十月式年五零百九千一英海香 PRICE, \$3 PER MONTH.

A CHOICE AFTER-DINNER WINE  
**WATSON'S**  
**D. PORT**  
VERY FINE OLD VINTAGE.

**A. S. WATSON & CO.**  
LIMITED.

ALEXANDRA BUILDINGS.

[a1365]

**CUTLER, PALMER**  
& CO.'S  
PRICES \$11.00 PER DOZEN

Net

SPECIAL BLEND WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO., Hongkong. [a65]

**THE WINE GROWERS'**  
SUPPLY CO.



Direct Importers of Wine, Beer and Spirits  
from well-known Growers, Brewers and  
Distillers. Price List on application.  
BARRETT & CO., Agents,  
[a44] Nos. 22 & 24, Bank Buildings, Queen's Rd.  
GREEN ISLAND CEMENT COMPANY

**PORTLAND CEMENT.**

Casks of 375 lbs. net \$5.00; or Cask ex Factory.  
Bags of 250 lbs. net \$3.20 per bag ex Factory  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st September, 1904. [a2865]

**THE ROYAL BAR-LOCK TYPEWRITER**  
COMPANY, LIMITED.

(Typewriter Makers to H.M. the King and  
H.R.H. the Prince of Wales).

THE only TYPEWRITER having all the  
Writing always in Sight.  
Simplicity is the key-note of the  
**BAR-LOCK.**

J. C. DOS REMEDIOS & CO.,  
Agents for  
HONGKONG AND SOUTH CHINA.

Hongkong, 18th January, 1905. [a278]  
**MEE CHEUNG,**  
ICE HOUSE LANE.

**PHOTOGRAPHER & PHOTOGRAPHIC**  
DEALER.

HAS in Stock CAMERAS, KODAKS,  
FILMS and all kinds of PHOTO-  
GRAPHIC PLATES and PAPERS.  
DEVELOPING and PRINTING  
done for Amateurs.  
POST CARDS of China, Hongkong,  
Macao, &c.  
Hongkong, 4th February, 1905. [a31]

**CARTRIDGES.**

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 5550. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong, 28th November, 1902. 245

**CARLTON HOUSE**

**HOTELS,**

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Hotel and the Waverley Hotel,  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. [a49]

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**  
\$12.00 PER CASE.

**THE ELITE OF WHISKY—**  
THE "PALL MALL."  
\$21 PER DOZ.

11 Years old: the finest quality shipped.  
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**  
**BLENDED WHISKY,**  
\$11.00 PER DOZ.  
Very soft, palatable, and mature

EVERY BODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG. [a61]

**C.P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassell.

**DOURO PORT,**  
\$15.00 PER DOZ.  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.

**LA TORRE SHERRY,**  
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—**  
D.O.M.,  
\$41.75 PER DOZ. QUARTS.  
\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

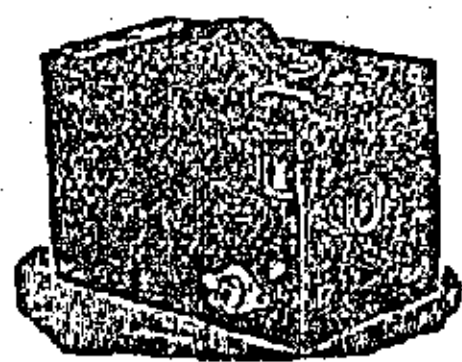
**THE LAHMEYER ELECTRICAL CO., LD.**  
LONDON,

**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.**  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

**PHOTO SUPPLIES**

**DEVELOPING**  
**AND PRINTING**  
**UNDERTAKEN.**



**GOOD WORK,**  
**PROMPT**  
**RETURN**

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

**LONG HING & CO.,**

**PHOTO GOODS STORE,**

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 15th August, 1904. [a39]

**ROOMS TO LET.**

SUITABLE FOR

**OFFICES, CLUB, OR BACHELORS' QUARTERS,**

CENTRAL POSITION, OVER WATKINS' BUILDING

(NEXT TO POST OFFICE).

**WATKINS LIMITED,**

**CHEMISTS AND PERFUMERS,**

WATKINS BUILDING, HONGKONG.

Telephone 344. [a58]

**ASAHI BEER,**

BREWED BY THE OSAKA BEER BREWING

COMPANY, LIMITED,

OSAKA, JAPAN.

SOLE AGENTS FOR HONGKONG—

**CALDBECK, MACGREGOR & CO.**



Telephone No. 75.

15, Queen's Road,  
Hongkong, 3rd February, 1905. [a37]

**A. TACK & CO.,**

26, DES VUEX ROAD CENTRAL, HONGKONG.

**FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS**  
OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.  
"PRIMUS" CAMERAS & ACCESSORIES.  
LILFORD PLATES & PAPERS.  
"PRIMUS" DEVELOPERS & CHEMICALS.  
PRINTING & DEVELOPING UNDERTAKEN.

**LANE, CRAWFORD & CO.**

NOW SHOWING

NEW STYLES IN GENTLEMEN'S

**RAIN COATS.**

**UMBRELLAS.**

**FELT HATS.**

**DRESSING GOWNS.**

**TRAVELLING RUGS.**

**LANE, CRAWFORD & CO.**

Hongkong, 2nd February, 1905. [a36]

**JAPAN COALS.**

**mitsui BUSSAN KAISHA**  
**mitsui & CO.**

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, JAMES STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, 10th HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
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Nagoya, Osaka, Kobe, Kure, Shimonsuiki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinotsu, Sasebo, Maizuru, Minato, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura, Onoura Otsuji,  
Sasabayu Tsubakuro, Yoshinotsu, Yochio, Yonokikura, and other Coals.  
S. MINAMI, Manager, Hongkong. 117

**HONGKONG ELECTRIC**  
TRAMWAYS.

ALTERATIONS IN FARES

From 4th February 1905 until further notice  
the Fares will be as follows:

EXCHANGING TOWN TO POST OFFICE

First Class ... 10 cents

Third ... 4 "

POST OFFICE TO CAUSEWAY BAY OR

RACE COURSE

First Class ... 10 cents

Third ... 4 "

CAUSEWAY BAY TO SHAUKWAN

First Class ... 10 cents

Third ... 4 "

The previous Table of Fares is hereby

cancelled.

Pending the arrival of new Tickets the

existing stock will be used—The value of the

ticket issued will be stamped thereon and the

Section punched will indicate the limit of

destination of the passenger.

J. GRAY SCOTT,  
General Manager.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 20th January, 1905. [a46]

**MINIMAX**

**HAND FIRE EXTINGUISHER**

**MINIMAX SYNDICATE,**

**LIMITED.**

London, New York, Hamburg, Berlin,

Koeln, Stuttgart, Leipzig, Wien, Zurich,

Milan, Antwerpen, Scheveningen.

**F. BLACKHEAD & CO.,**

AGENTS FOR HONGKONG, CANTON

AND MACAO.

THE MOST EFFECTIVE OF ALL

HAND FIRE EXTINGUISHING

APPARATUS.

"MINIMAX" is self-acting, discharges all

smoke, can be used by anyone, even lady or

child, always ready for immediate use, requires

only one hand to hold, weight 15 lbs.

Powerful against all kinds of Fires—Wood,

Carpet, Curdains, Oil, Varnish, Tar, Petro-

leum, Spirits.

No hose, no mechanism, no reversing.

Works almost automatically. With one blow

it ejects a powerful spray of 40-60 feet in

length.

The Fire Insurance Companies at home as a

rule allow a discount of the premium if

"MINIMAX" apparatus are kept in the

insured buildings.

A Demonstration will be arranged To-morrow

(Saturday), February 18th, at 11 A.M. on the open

ground lying opposite the Gas Works at West

Point.

The representative will set on fire a wooden

house, painted with kerosene oil and tar and

extinguish the fire instantly with two

"MINIMAX" apparatus.

The public is cordially invited to witness the

demonstration.

Hongkong, 16th February, 1905. [a48]

**BOARD AND RESIDENCE**

**"TANG YUEN"**

**BOARDING ESTABLISHMENT.**

European Supervision. Excellent Cuisine

and Accommodation.

Apply—**MANAGERESS,**

Macdonnell Road

or

**FAIRALL & CO.,** Queen's Road

Hongkong, 2nd March, 1903. [a51]

**BOARD AND RESIDENCE.**

**MRS. GILLANDERS**

**"GLENWOOD,"**

27, CAINE ROAD.

Hongkong, 19th March, 1904. [a285]

**PENSION FRANCAISE**

**AND RESTAURANT.**

49, POTTINGER STREET.

TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.

Terms: \$3.50 per day.

Reduced Terms for an Extended Stay.

Hongkong, 18th January, 1905. [a23]

**BOARD AND RESIDENCE.**

**COMFORTABLY FURNISHED**

**ROOMS, with Board.**

Apply to Mrs. J. J. J. J.

2, Tadders' Hill.

Hongkong, 1st January, 1892.

**RUIANT PERE & FILS, REIMS**

Established 1719.

**CHAMPAGNE GROWERS AND**

**SHIPPERS.**

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903. [a21]

**DAVID CORSAH & SON'S**

**MERCHANT NAVY**

**NAVY BOILED**

**LONG FLAX**

**RELIANCE CROWN**

**TARPAULING**

**ARNHOLD, KARBURG & CO.,**

Sole Agents.

592

**SUN FAT CO.**

MANUFACTURERS AND DEALERS IN

LADIES' AND CHILDREN'S

UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGEES,

GRASS LINEN, SHAWLS, HANDKERCHIEFS,

BLANKETS, TRUNKS,

LEON FURNITURE AND FANCY GOODS,

No. 82, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To

Hongkong, 12th January, 1905. [a22]

**HOTELS.**

**HONGKONG HOTEL**

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,  
Acting Manager. [a47]

THE

**PEAK HOTEL.**

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a914]

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.







## SUPREME COURT.

Thursday, 16th February.

IN ORIGINAL JURISDICTION.

BEFORE SIR S. H. DENKLEY (CHIEF JUSTICE).

THE YAN CHEUNG FIRM V. THE SAN YEE CO., LTD.

The hearing of this case, for \$11,991 damages sustained by the plaintiff firm on account of the defendants' non-delivery of yarn was concluded. As before, the Hon. Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the plaintiff firm; and Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) for the defendants.

The hearing of evidence on behalf of the plaintiff firm ended, the Hon. Mr. Sharp said:—The evidence called is equally applicable to the second action between the same parties, Action No. 82 of 1904. As the contracts are identical in each case, when this case comes on for trial the evidence may be read. Each of us might have to add something, but it would be an amount of time if this evidence is regarded as evidence in the second action, with liberty to call other witnesses. It is the same yarn.

Mr. Pollock concurred.  
Hon. Mr. Sharp—And in the third action, so far as it is applicable this evidence might be read. The broker's evidence, for instance, is the same, and with other evidence there is little difference. Instead of calling the same parties their evidence might be read.

Mr. Pollock—I cannot concur in that, as it is different yarn.

His Lordship—Wait till the hearing of the action.

Mr. Pollock—I have considered the case very carefully and the evidence given on behalf of the plaintiffs, and I must frankly admit that the case made by the plaintiffs is too strong to get over. It would be waste of time to call evidence which I do not think would affect Your Lordship's judgment. I think there are one or two points that still remain, but they are points of law, so I do not intend to call any evidence. A point I wish to raise is whether the plaintiffs can reasonably come before the court to recover a loss which they have not actually sustained, and the plaintiffs ask the court to award damages which they have not actually sustained. There are 500 bales, for instance, which the plaintiffs went into the market and bought, and with reference to these, of course, damages must be paid. Perhaps my friend wants an adjournment to consider the point.

Hon. Mr. Sharp—No, not at all.  
His Lordship—This is Mr. Pollock's position—he does not call evidence of fact but submits that the plaintiffs have not shown any actual loss, and therefore no judgment for damages can be given.

Mr. Pollock—If they had been able to purchase in the market and had actually purchased, then the defendants would have suffered damages. They cannot ask Your Lordship to give them a sort of present as damages. We have to pay the loss actually sustained and are not obliged to give a present in addition. That they are entitled to an indemnity we cannot dispute.

His Lordship—You say it is not a question of what they might have done, but the loss they actually sustained in having to buy goods. They are claiming a loss for profit they could have made had they got the goods you sold them, a loss of profit.

Hon. Mr. Sharp—I put it, the question of damages in this case is this:—(1) the measure of damages on account of the non-delivery of goods is calculated by the ordinary market price at the time when the goods should have been delivered; (2) where the buyer at the seller's request has temporarily forborne to insist on his rights as to the delivery, then the measure of damages for ultimate non-delivery is the ordinary market price at the time when the buyer withdraws his forbearance. I think these two rules govern the case and on these two rules one claim is based. The plaintiff might have brought his action earlier, but he forbore at the request of the defendant till the final letter of the 11th April, and at that time a reasonable time was given for the defendant to deliver the yarn. The market price was then \$120 per bale. The market price as a measure of damages may be proved by purchase of goods or in any other way satisfactory to the parties, but going out to buy goods is merely one way. In some cases where there is a regular published price list that can be placed before the Court. It is hardly material that the plaintiffs should go out and buy goods in this case. I think we have clearly established \$121 per bale was the price, but we put our claim at one lower than that, taking \$120 per bale as the price. I would refer Your Lordship to one or two authorities out of Mayne. The only point my friend has is that we can only claim the market price and not any special price. Let me refer Your Lordship to the case of Ogle and Vane in the Law Reports, and Hickman and Haynes.

Mr. Pollock—I would refer Your Lordship in the first instance to the statutory provisions, sub-section 25 of Ordinance 4 of 1896; the Sale of Goods Ordinance, corresponding to the previous Home Act of 1893. As regards the question of dates, it was some day between the 16th and 26th April. The market price seems to have been fairly constant at that time, but we lay stress on these words "the measure of damages has *prima facie* to be obtained." They did not say as they would have said if my learned friend were correct, that the measure has to be ascertained and reckoned as liquidated damages—What they say is that

"the measure of damages has *prima facie* to be obtained." It is only *prima facie* damages which, of course, in perhaps ninety-nine cases out of a hundred would in England be a real measure of damages; the plaintiff would, in fact, have gone into the market and bought the goods and would claim the real loss he sustained.

His Lordship—Apparently you dispute that one wishing to speculate on secret information he obtained would be entitled to speculate on the price he was buying at. Say that information had been received a week previously of such a reliable and confidential character that speculating was an absolute certainty. That, in fact, the market did rise, but that the goods are not delivered. Is the buyer not right to recover what he would have made if the contract had been fulfilled? I think the measure of damages is what could have been made if the contract had been carried out.

Mr. Pollock—The loss must be an actual loss. His Lordship—If I enter into a contract in December for goods to be delivered in January at \$100 per bale and in January the goods cost \$130 per bale it is my right to claim damages at \$30 per bale, the difference between the contract price and the market price when the contract should have been fulfilled.

JUDGMENT.  
In giving Judgment His Lordship said:—I do not think I can do anything else than give judgment for the plaintiffs for the amount claimed, for the reasons are so obvious. This contract was made for the delivery of yarn at a certain price. The yarn was not delivered when it should have been. The plaintiffs forbore their insistence of delivery at the request of the defendants, and still it was not delivered. They had, in effect, postponed the date of the breach of the contract till the date when the plaintiff withdrew forbearance and insisted on delivery. The plaintiffs claim at the rate of \$120, and I think they are to be given that sum as the measure of calculating the damages. I do not think there is any necessity for reference as the evidence here is all that could have been given on reference. Therefore judgment must be given for the plaintiffs for the amount claimed.  
Hon. Mr. Sharp—I am prepared to call on the other case.

Mr. Pollock—I should like a little time to consider the position.

His Lordship—The case can be called at the conclusion of the Criminal Sessions.

## MARINE MAGISTRATE'S COURT.

Thursday, 16th February.

BEFORE HON. CAPT. L. A. W. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

## STEAM LAUNCH TRAFFIC.

The master of the steam launch *Kowloon* was proceeded against by Sergeant Aris of the Water Police for, (1) Unlawfully failing to observe the rules of the road, as laid down by H.M.'s Order in Council, in Victoria Harbour; and, (2) Wilfully using the steam whistle of his launch other than for the purpose of navigation.

Charles Aris deposed: On the morning of the 16th instant I was following the German mail steamer down the central railway on her port side. The defendant's launch was approaching from the direction of Kowloon wharf. When about 50 yards off I gave the signal that I was going to starboard by one short blast on the whistle. The defendant then gave the signal of two short blasts, and came on his course. I kept on my course, the defendant refusing to give way until he got within 20 yards. He then altered his course to starboard, and collided with a small cargo boat.

Defendant was fined \$5.  
In answer to the second charge, defendant stated that it was customary for launches to blow a whistle on passing the Kowloon godown wharf, to attract the attention of cargo boats they have to take in tow.

By the Court: I know the regulations, but do as other launches do.

His Worship inflicted a further fine of \$20.

## INDIAN COTTON.

In connection with the efforts still being made by American speculators to control the supply of raw cotton, it is satisfactory to learn, remarks a London paper, that there is a chance of an improvement in the quality of the cotton grown in India. Hitherto Indian cotton has been too short in the staple to serve the needs of Lancashire as American cotton does, and great difficulties have been experienced both in trying to eliminate the exotic cotton plants in India and in trying to improve the indigenous plants by selecting seed. There is good reason, however, to believe that these difficulties would, perhaps, have been overcome before now if the problem had been dealt with by private enterprise instead of being left to the overburdened officials of the Indian Government. At any rate, private enterprise, stimulated by the British Cotton Association, is now beginning to move in the matter, and experiments are to be carried out in the most likely situations all over India. One very hopeful discovery has already been made, namely, that tree cotton yields more favourable results than the ordinary plant cotton, and experts believe that it was from tree cotton that were produced those marvellously fine merrins which India used to send to Europe in the eighteenth century. If this discovery should yield on further investigation the results hoped for, an immense source of new wealth will be opened up for our great dependency, and a very valuable addition will be made to the sources of Lancashire's raw material.

## FINANCES OF RUSSIA.

The *Standard* correspondent at Moscow wrote on Jan. 15:—The figures of the Budget are the strongest plea in favour of peace that has yet been put forward. The Estimates show, to close observers, that the country will reach the end of its resources of every kind if the war continues for another three months. Yet the attempt is made to prove that Russia is industrially, commercially, and financially unshaken, after a whole year of exceptionally costly warfare. The Budget is too obviously intended for consumption abroad.

## THE LAU KUNG MOW COTTON SPINNING AND WEAVING CO., LIMITED.

The report for presentation at the eleventh ordinary meeting of the Company read as follows:—  
The Directors submit their Report, together with the Accounts of the Company, for the twelve months ending 31st December, 1904.

The year has been one of exceptional difficulty owing to the great fluctuations in the values of cotton and yarn.  
In accordance with the resolution passed at the last General Meeting, the sum of Tls. 4,168.44 has been written off to Depreciation Account.

This year's working shows a credit at Profit and Loss Account of Tls. 44,039.86, including Tls. 15,500 brought forward from 1903, which the Directors recommend be dealt with as follows:—

Depreciation of Mill Buildings	Tls. 3,300.00
Reservoir and Land	5,000.00
Improvements	25,000.00
Machinery	339.86
Furniture	
To be Carried forward to New Account	10,000.00
	Tls. 44,039.86

## DIRECTORS.

Mr. Korff resigned the Board on leaving Shanghai and Mr. C. Michelson was asked to join the Directors; his election will require the confirmation of the Shareholders.  
Mr. J. M. Young and Mr. Chiang Liang-yu retire in rotation as required by the Articles of Association, but offer themselves for re-election.

## AUDITOR.

During the absence of Mr. Geo. R. Wingrove the Accounts of the Company have been audited by Mr. W. H. Anderson on his behalf the re-election of Mr. Wingrove to the position of Auditor will require the confirmation of the Shareholders.

J. M. YOUNG, Directors.  
C. MICHELSON, Directors.  
LILBERT & Co., General Managers.  
Shanghai, 2nd February, 1905.

The accounts are as follows:—  
PROFIT AND LOSS ACCOUNT.  
31st December, 1904.

Dr.	Tls.	
To interest	27,914.63	
To loss rentals of Chinese houses	2,162.02	Tls. 21,752.61
To repairs and renewals	5,356.16	
To agency commission	4,549.00	
To directors' and auditors' fees	2,250.00	
To depreciation	44,039.86	
To balance	127,260.07	
	Tls. 127,260.07	
Cr.	Tls.	
By balance 1903	64,668.44	
By transfer fees	13.47	
By unpaid dividends account	80.00	
By balance of spinning account 1904	62,498.46	
	Tls. 127,260.07	

BALANCE SHEET.  
31st December, 1904.

CAPITAL.		Tls.
Capital—\$1,000 shares, of which are issued	718 shares	71,800.00
Overseas at bankers		154,020.00
Loan against cotton		40,000.00
Sundry creditors		7,383.28
Balance of profit and loss account		44,039.86
	Tls. 962,123.79	
ASSETS.		Tls.
Buildings	Tls. 195,576.47	
Part cost of godown	737.10	
	196,313.57	
Machinery	620,008.61	
Less depreciation	131,003.61	
	489,000.00	
Property Chinese houses	52,465.76	
Less depreciation	12,465.76	
	40,000.00	
Reservoir and land improvements	32,889.66	
Less depreciation	12,889.66	
	20,000.00	
Furniture	3,325.80	
Less depreciation	1,376.71	
	1,949.09	
Additions during year	152.23	
	2,101.32	
Value of stock:		
Cotton and waste	102,105.24	
Cotton	62,660.25	
Costs	485.00	
Mill stores	20,637.46	
	205,938.75	
Unexpired fire insurance	2,769.15	
	Tls. 962,123.79	

## THE VOLUNTEERS.

The following is an extract from a report on the Inspection by Major-General F. G. Slade, C.B., R.A., on the 4th instant:—

The practice, considering the foggy state of the weather, was decidedly good, both from the Field and Machine Guns. Faulty observation, neglect to bracket fuzes, and going to sharpshoot with too short a fuzer, led to irregular shooting in some cases. I ordered a change of objective for the 15 Pr. which brought them into line with the Maxims and at a very small interval from them, and fire was opened from both natures on two separate targets. Ranging on the new objective by the 15 Pr. Battery was well and rapidly carried out, in spite of the rattle of the Maxims above which it was difficult to hear. This experience was, I believe, new to the Corps and I think they appreciated the difficulties of maintaining fire discipline in action, when in close proximity to Machine Guns. The general turn out, and appearance of all ranks on parade was good, and they seemed to take an intelligent interest in their duties. The Corps is much under establishment and I trust that the 2 Captains, 15 N.C.O.'s, and 93 Gunners, now waiting to complete, may soon be forthcoming, as I feel sure that if this Corps is kept up to its full strength and maintain its present efficiency, it will prove a valuable force in time of war in the defence of this Colony.

Major-General Slade was specially pleased at the way in which 3,000 rounds were fired from the Maxim Guns without a jam. Major Pritchard says that it is hoped that, after this favourable report from the Inspector-General, the members of the Corps will make every endeavour to obtain a sufficient number of recruits to bring the present strength of 270 up to the total establishment of 400.

New short rifles will be issued to the Volunteers as soon as all the old equipment has been returned to the store.

## HONGKONG PHILHARMONIC SOCIETY.

The Hongkong Philharmonic Society gave their first concert at Theatre Royal, City Hall, last evening. There was a very good house, all the dress circle seats in the centre being taken. H. E. the Governor was present. The choir was conducted by Mr. A. G. Ward. The chorus was as follows:—

Soprano: Mesdames Murray Bain, Craddock, Ezra, Hanco, Harker, Holyoak, Shelton Hooper, C. Shelton Hooper, Hornby, Judah, Barnes Lawrence, Maitland and M. S. th.

Contraltos: Mesdames W. Bateman, Bryer, Drayson, Gordon, Grimble, Holmes, Osborn, Perkins, Spedding, Stubbings, Tooker, Wakefield, M. D. Wakefield and Wood.

Tenors: Capt. Spedding, A.O.C., Messrs. Chenev, R.E., Darby, Edwards, Grey, Grimble, Humphreys, R.N., G. P. Lamont, Parr and Ross.  
Basses: Surgeon Ross, R.N., Messrs. Armstrong, Austin, Beavis, Bell, Biden, Brown, Bullock, E.W.K., Franklin, J. H. R. Hanco, Hays, Holmes, Maddaford, Sayle, Stewart, Terrill, Turner, Walker and Warre.

## The orchestra:—

First Violins: Colonel Haynes, A.P.D., Messrs. Barlow, Hickman, Joli and Sydney.  
Second Violins: Miss Phyllis Seth, Messrs. Alva, Catchick, Pattenden, Rozario and Silbott.  
Violas: Miss Silwell and Dr. Swan.  
Cello: Mr. Keomig.

Double Bass: Mr. Sequira.  
Flutes: Messrs. Chopard and Osmund.  
Oboes: Messrs. Anderson and Titmus.  
Clarinet: Messrs. Murray and Tuxford.  
Bassoons: Lance-Corpl. Brown and Bands.  
Man Brown, R.W.K.  
Cornets: Corpl. Chawkey and Lance-Corpl. Rowland, R.W.K.

Euphonium: Lance-Sergt. Sayer, R.W.K.  
Bombardier: Bandsman Ball, R.W.K.  
Drum: Bandsman Irvine, R.W.K.  
Pianoforte: Mesdames Brotherton Harker and Powell.

Mrs. Powell's playing of Chopin was encored. Surgeon Ross, R.N., sang a selection from Gounod's "Faust"; and Mrs. Maitland, Allilison's "A Song of Thanksgiving." Miss K. Brown rendered Gade's "Capriccio" on the violin. The orchestral pieces were all German. The concert terminated with Sandford's "The Revenge," a ballad in which the chorus and orchestra combined.

## RAILWAY TRAVELLING IN CHINA.

The Hupoh correspondent of the *N. O. Daily News*, writing of the Peh-Han Railway, says:—  
Rapidly of railway travel and desire to be home before fine weather yielded to more severe but seasonable elements were my reasons for trying the Peh-Han railway. I was disappointed, and disgusted to see that the prevalent and most objectionable Chinese squeeze system was associated with this useful modern and convenient method of travel. But so it is; doubtless unknown to the European managers. To catch the train at Chiao-kou terminus, one must be up long before daylight. Arriving at the station before six, I found quite a number of intending passengers crowding down in corners sheltered from the wind waiting for the ticket office to open and the train to arrive. Half an hour before the train arrived the chief porter or station coolie went round to each native passenger and demanded forty cash as a fee for entering the train. Any demur to the squeeze was answered by forbidding such a person to enter the train. A military guard made Mr. Porter wish he had not forbidden him to enter the train, or persisted in demanding the money. Second-class native passengers were taxed a hundred cash. The payment of half that sum was doubtless because a foreigner was near—answered with "What is this, when ticket clerk and all others have to share it?" Regulations dealing with excessive luggage are doubtless useful. That they should be enforced is another matter, and should be stopped. The threat to call a foreigner, etc., was enough to frighten many of the passengers to pay the unjust tax made by porters and station coolies of the two first stations on the line.

Mails were entrained through the window of a second class carriage and left more or less to themselves when stations were reached. I found in one carriage a compartment with large pigeon holes one usually associates with post offices. Whether this was the mail department I cannot say. If it were not, certainly more care should be taken of mail matter than now is. If it is, why not use it? Soldiers standing at ease, smartly dressed Chinese station masters, whose two chief duties seem to be looking at the clocks and blowing their whistles; I. P. O. clerks in boxes; were all alike prominent at most stations after we left Hankow. We were late starting from the Concession Station. I would certainly advise intending passengers from near the terminus to get up the extra half-hour earlier, take train at that station, and save the crush which seems usual at the Concession station. The conductor, whom I saw a lady, her infant child sleeping comfortably in its cradle, and an amah under the train. Doubtless mother and infant would be met at their destination, and later in the day would be comfortable in their home several hundred miles from Hankow. The days of hard travel are numbered. Trains and sanitarians are making even the inland of China less exciting than they used to be as residences.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 16th at 11.40 a.m. The barometer has fallen in Japan and over the Pacific, and is practically stationary in China.

Gradients are rather steeper upon the east coast of China and rather less steep upon the south coast. Fresh N.E. monsoon may be expected in the Formosa Channel and to the northward of it, and at N.E. winds in the northern part of the China Sea.

Forecast:—Moderate N.E. winds, overcast, fair.

## KODAK FILMS &amp; ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

## LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AN CHENG).

Hongkong, 27th December, 1904.

## CONTRABAND OF WAR CASES.

Sir Joseph Rensel, at the Guildhall, London, last month gave his decision in the case of *Rosa v. Dodwell*, which was a claim for damages and wages by a seaman against the registered owner of the steamship *Hackney* which ostensibly sailed from Penarth to Hongkong with a cargo of Welsh coal, but which, instead, put into Nagasaki and discharged her cargo under the supervision of Japanese naval officers, and was eventually sold to the Japanese Government. The defendant was the registered owner. The claim for damages was based on the fact that the vessel carried contraband, and the seaman ran extra risks. The Alderman decided against the plaintiff, both claims being guided by the decision in several well-known cases. He, however, expressed his willingness to state a case, should either side apply.

The Cardiff magistrates last month gave judgment in the case of the crew of the steamship *Mayaguez* against the Simpson Steamship Company, Limited, owners, on July 30th. The crew signed articles at Barry Dock for a voyage within specified latitudes, with Manila as the first port of destination. The vessel had a cargo of coal and general stores. On arriving at Labuan the crew found that the cargo was for Vladivostok, and refused to proceed. Under an informal agreement they continued to work until arriving at Manila on September 27th. There the master and crew appeared before the British Consul, the crew being charged with disobedience, but the Consul held that they were justified in refusing to proceed. The master then agreed that they should receive full wages from the date of their discharge from the ship until after their arrival in Liverpool, and engaged a fresh crew to proceed to Vladivostok. The crew returned home by another steamer, and arrived in Liverpool in December. The defendants only paid the wages up to the date of their arrival at Manila. The Simpson Company alleged that the crew knew at starting that the vessel was bound for Vladivostok, but this was strenuously denied, it being stated that only the master and chief officer were aware of the fact. The magistrates held that the defendants omitted to disclose to the crew material information that they possessed, and that the crew were not aware of stating that they were incurring more than the ordinary risks of the sea. He gave judgment for £7 and costs in the case of one seaman, which was the test case for the whole of the crew, £41 in the case of the chief engineer, and £20 10s. in the cases of the second and third engineers. A case will be stated for the High Court.

## AN OLD GRUDGE PAID OFF.

A Swatow letter to our Shanghai contemporary included the following interesting story:—By their seizure of the *Thales*, now the *Yokura*, the Japanese are in a position to pay off an old grudge. When Liu, Black-flag robber chief, and whom Governor of Formosa, was driven from his post by the advance of the Japanese Army, he laid hands upon the military chest, and in disguise fled on board the *Thales*, which was about to leave for the mainland. With a cargo of Chinese refugees. Before her departure she was searched by a Japanese naval officer and his boat's crew, who failed to discover the fugitive because he was interned in a coal shoot. The steamer then proceeded on her way, and all were beginning to breathe freely as the hills of Tang rose on the western horizon, when for the first time the search in Formosa. Another search was instituted. Although the searchers could have seen Liu from the bridge deck, if they had known where to look, they again failed to discover him, and left in high dudgeon. They were so confident that he was on board that they risked the commission of a breach of international etiquette in order to secure him—a proceeding somewhat parallel to their conduct in the cutting-up expedition of Chiofo, but not justified by the result. That Liu escaped on that occasion, and in that ship is beyond doubt. If other evidence were wanted, one might point to the nickname "Formosa Villa" given to a certain place "in a certain port" south of Shanghai, of course.

## WAR TO END IN MAY.

A RUSSIAN OFFICER'S PROPHECY.  
The Sebastopol correspondent of the *Daily Graphic* writes:—There lives in one of the more modest of the villas on the Crimean Riviera, an *aristocrat*, a Major-General of Cuirassiers whose remarkable perspicacity in forecasting the series of disasters which has culminated with the capitulation of the Port Arthur garrison has for some time past caused him to be shunned by his old comrades in the peninsula and by many of his near neighbours. This retired officer has an intimate knowledge of the Japanese people, of the Japanese art of war, and of the military and very honest conception of the weakness in Russian military methods. In a letter written to a lady in this city, he says that although it is impossible for Russia to listen just now to any friendly offer of mediation, the war will be concluded in or before May next. The immense reinforcements now being sent to Marshal Oyama, the stupendous number of siege guns which will forthwith be forwarded by rail from Dalny to Yantai, and the indomitable spirit that will be infused into Oyama's legions by the presence of the veterans of the Third Army, who will naturally claim a front place of honour, will sweep Kuropatkin's army back to Kharbin. There will then be an opportunity for the military good offices of England, France, and the United States; and should they unfortunately be rejected, then one may expect to see Kuropatkin's disorganised and demoralised forces driven back to the Baku.

The military prophet flouts the notion of any possibility of Rozhdestvenski's success.

## LATEST STEAMER MOVEMENTS.

The P.M. steamer *Manchuria*, with mails, &c., from San Francisco to the 23rd ult., via Honolulu, leaves Yokohama for this port via Kobe, &c., this morning.  
The C.P.E. steamer *Empress of India* arrived at Kobe at 10.30 p.m. on Tuesday, the 14th inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at noon yesterday.

The British steamer *Bucentaur* left Shanghai yesterday for Hongkong, and is due here on the 19th inst.



## IND COOPE'S ALE

PER CASE OF 8 DOZEN PINTS... \$16.00

## BASS' LIGHT GRAVITY

PER CASE PINTS... \$18.00

## BASS' BOAR'S HEAD

PER CASE PINTS... \$36.00

## IND COOPE'S STOUT

PER CASE PINTS... \$13.50

## GUINNESS' STOUT

PER CASE PINTS... \$24.00

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## ROBINSON PIANO Co. LD.

## THE LATEST MODEL

## TALKING MACHINES AND RECORDS.

## OWN MAKE

## UPRIGHT

## IRON GRANDS.

## PIANO PLAYERS.

## \$300 UPWARDS.

## BABY GRANDS

ONLY 5 FEET LONG of the very finest Construction, occupying the space of a Cottage but possessing the TONE AND FINE APPEARANCE OF A FULL GRAND.

## 20% OFF MUSIC ORDERS OF \$5

Hongkong, 2nd February, 1905.

DR. NEWELL WILSON,  
DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central.

Hongkong, 19th October, 1904.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for C.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 21st, 22nd and 23rd instant.

Hongkong, 17th February, 1905. [474]

## NOTICE.

WE have Secured the Services of, and have admitted Mr. JOSE MARIA VIEIRA a Partner in our Firm from the 10th February, 1905.

VIEIRA & CO.,  
General Merchants and Commission Agents,  
50 & 52, Queen's Road Central.  
Hongkong, 16th February, 1905. [475]

## NOTICE.

MY INTEREST AND RESPONSIBILITIES in the Firm of MOOSA E. VIEIRA & CO., as Co. from the 10th February, 1905. See above intimation.

JOSE MARIA VIEIRA.  
Hongkong, 16th February, 1905. [476]

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE SMOKING CONCERT advertised to be given TO-NIGHT (FRIDAY), the 17th inst., is indefinitely POSTPONED.

Hongkong, 17th February, 1905. [477]

## TO LET.

NEW "KINGSLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—  
LINDSEY & DAVIS,  
Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1905. [478]

GREEN ISLAND CEMENT CO., LD.

THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the OFFICE of the General Managers, St. George's Building, Victoria, on SATURDAY, the 25th February, 1905, at 11 a.m., for the purpose of receiving a Statement of Accounts for the year ending 31st December, 1904, declaring a Dividend and Electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Friday, 24th February, until Wednesday, 8th March, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 17th February, 1905. [479]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"  
Captain Ellis, will be despatched for the above ports on WEDNESDAY, the 8th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 17th February, 1905. [481]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day, the 16th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 22nd inst., at 9.30 a.m.

All Claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO.,  
Agents.  
Hongkong, 15th February, 1905. [5]

NOTICE.

GREAT NORTHERN STEAMSHIP COMPANY.

NIPPON YUSEN KAISHA.

THE NIPPON YUSEN KAISHA begs to notify that it has ACCEPTED the AGENCY OF THE GREAT NORTHERN STEAMSHIP COMPANY in CHINA and JAPAN, and that the "MINNESOTA," the first steamer of the new line, is scheduled to arrive in Yokohama on the 24th February, 1905 and to leave that port on the 14th idem for KOBE, NAGASAKI, SHANGHAI, MANILA and HONGKONG.

Hongkong, 8th February, 1905. [395]

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"  
Captain Roach, will be despatched for the above ports on SUNDAY, the 19th inst., at 10 a.m.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & CO.,  
General Managers.  
Hongkong, 16th February, 1905. [473]

NIPPON YUSEN KAISHA.

FOR KOBE (DIRECT).

THE Norwegian Steamship

"ULO,"  
Captain Pedersen, will be despatched for the above port on SUNDAY, the 19th inst., at Noon.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 17th February, 1905. [480]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY),

21st, 22nd, 23rd and 24th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 13th February, 1905. [440]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 21st, 22nd, 23rd and 24th instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after WEDNESDAY, 15th inst.

All Tickets must be produced to gain admission.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 13th February, 1905. [441]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under-Signed between WEDNESDAY, 15th, and MONDAY, 20th inst.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 13th February, 1905. [442]

WANTED.

ONE BEDROOM, FURNISHED or UNFURNISHED with Verandah and Bathroom attached, one of the Higher Levels. Apply, stating full particulars, to—  
BOX 2810,  
Care of Daily Press Office.  
Hongkong, 26th January, 1905. [31]

WANTED.

ACCOUNTANT and CLERK for The Robinson Piano Co., LD., also one for Shanghai Clean record necessary.

Hongkong, 4th February, 1905. [373]

SHORTHAND.

PRIVATE LESSONS given in Pitman's Shorthand. Terms moderate. Apply by letter to—  
"J. W.,"  
P.O. Box 143.  
Hongkong, 10th January, 1905. [200]

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 20th FEBRUARY, 1905, commencing at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, West Point,

(FOR ACCOUNT OF THE CONCERNED),  
4,330 Bags WHITE RICE;  
400 Bags SUGAR CANDY;  
100 Bags SUGAR.

Terms—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 14th February, 1905. [452]

PUBLIC AUCTION OF FINE ART

CURIOS AND SILK EMBROIDERIES.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 24th FEBRUARY, 1905, and MONDAY, the 27th FEBRUARY, 1905, commencing each day at 2.30 p.m., at his Sales Rooms, Duddell Street,

A MAGNIFICENT COLLECTION OF JAPANESE ART CURIOS AND SILK EMBROIDERIES,  
Comprising—  
OLD TEMPLE BROCADES and BROCADED PRIESTS ROBES; FINE SILK EMBROIDERED WORKS OF ART, such as HANGINGS (Landscapes, Floral Designs, Birds, &c.), MANTLE DRAPERIES, BEDSPREADS, TABLE COVERS, KIMONOS, CURTAINS, SCREENS, &c., &c.;  
VERY FINE DAMASCENE WARE—CIGAR, CIGARETTE CASES, MATCH, JEWELRY BOXES, CARD CASES, UMBRELLA HANDLES, BUTTONS, &c.;  
CHOICE SILVERWARE—JEWELRY and BOXES, VASES and BOWLS, &c.;  
FINELY EXECUTED GOLD LACQUERED SCREENS, BOXES and STANDS, RED and BLACK LACQUERED CABINETS, TABLES and CHAIRS;  
OLD BRONZE VASES, FINE SATSUMA and IMARI WARE, CUT VELVET PICTURES (Silk) and a Variety of other CURIOS.

Terms—As usual.  
The Collection will be on Exhibition from Wednesday, the 22nd February. Catalogues will be issued.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 16th February, 1905. [469]

NOTICE.

THE HONGKONG AND CHINA GAS CO., LD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 Cubic Feet as from the 1st February, 1905.

GEORGE CURRY,  
Local Secretary.  
Hongkong, 1st February, 1905. [357]

TO LET.

A LING & CO.,  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [272]

TO LET.

GODOWNS No. 100 and 101, Praya East, with Water Frontage.  
Apply to—  
VICTORIA BUILDINGS.  
Hongkong, 29th December, 1904. [94]

## PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW (SATURDAY), the 18th day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 31st January, 1905. [359]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from SATURDAY, the Fourth, to the Eighteenth day of February, 1905 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 31st January, 1905. [360]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 26th January, 1905. [319]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on MONDAY the 6th day of March 1905, at 11.30 a.m. to receive a Statement of Accounts to 31st December 1904 and the Report of the General Managers and to elect a new Committee and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 29th February to the 6th March, both days inclusive.

JARDINE, MATTHEWSON & CO.,  
General Managers.  
Hongkong, 8th February, 1905. [414]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 9th March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant, to the 9th proximo, both days inclusive.

By Order,  
C. PEMBERTON,  
Acting Secretary.  
Hongkong, 9th February, 1905. [415]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per Share, declared at the ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS, held this Day, will be Payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 15th February, 1905.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.  
Hongkong, 14th February, 1905. [461]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that all Shares in respect of which the Final Call of \$7.50 per Share has not been paid will, unless the same together with Interest accrued and according thereto be paid at the REGISTERED OFFICES of the Company, Alexandra Buildings, Des Vaux Road Central, Victoria, Hongkong, on or before the 28th February, 1905, be liable to be forfeited.

Dated the 30th January, 1905.

JOHN D. HUMPHREYS & SON,  
General Managers.

NOTICE.

THE HONGKONG AND CHINA GAS CO., LD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 Cubic Feet as from the 1st February, 1905.

GEORGE CURRY,  
Local Secretary.  
Hongkong, 1st February, 1905. [357]

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. PLATS in MORTON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE) GODOWNS; PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th January, 1905. [181]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 22nd November, 1904. [83]

## TO LET

FOR SALE AND TO LET.

FINE BUILDING SITES for Sale in Wanchai Road; also GODOWN To Let. Cheap.

Apply to—  
THE ROBINSON PIANO CO., LD.  
Hongkong, 10th February, 1905. [272]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [39]

TO LET.

NOS. 19 & 21, SEYMOUR ROAD.  
Nos. 74, CAINE ROAD.  
GODOWNS Nos. 314, 344, 346, Praya East Possession from 1st January, 1905.

Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 1st December, 1904. [84]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shawan, Tomas & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—  
CHUNG SHUN KOO,  
12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]

"HATHERLEIGH."

A DETACHED RESIDENCE with Tennis Court on Connaught Road.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 26th January, 1905. [31]

TO LET.

EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.

No. 7, BELLILIOS TERRACE, 1st Row.  
Nos. 11 & 14, 2nd Row.  
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

"KELLET CREST" (Furnished), Peak, for 24 months from 15th April to 30th June, 1905.

2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 20th January, 1905. [10]

TO LET—From 1st March Next.

A FOUR-ROOMED HOUSE in Kowloon with joint use of Tennis Court.

Apply to—  
"KOWLOON,"  
Care of Daily Press Office.  
Hongkong, 18th January, 1905. [206]

TO LET, FURNISHED.

For One Year from 15th April.

A N EIGHT-ROOMED HOUSE, Well Furnished, in good situation with fine View of Harbour, Garden and Large Croquet and Tennis Lawns and Good Stabling.

For further particulars, apply to—  
M.,  
Care of Daily Press Office.  
Hongkong, 11th February, 1905. [432]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing Tsai, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—  
ARRATTON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 10th January, 1905. [202]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [37]

TO LET.

NO. 33, MORRISON HILL ROAD, commodious New Building admirably suitable for European families.

Rent extremely moderate.

Apply to—  
LAM CHAI CHUEN,  
Comptroller Department, A.R. Marty,  
(No. 20, Des Vaux Road).  
Hongkong, 14th February, 1905. [450]

TO LET.

OFFICES in York Buildings, facing New Post Office and Hongkong Hotel.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 7th January, 1905. [18]

TO LET.

NO. 1, RYON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. PLATS in MORTON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE) GODOWNS; PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th January, 1905. [181]

## INTIMATIONS

GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling BPs drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, w<sup>h</sup> received by the Chief Paymaster, Army Pay Department, until 11 a.m., on the 20th February, 1905.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

F. H. HAYNES,  
H.M. Treasury Chest Officer,  
His Majesty's Treasury Office,  
Fletcher Street.  
Hongkong



THERE ARE MANY WHISKIES TO BE HAD IN HONGKONG.

BAD, PASSABLE AND OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE.

PUBLIC OPINION HAS CLASSIFIED OUR

IMPERIAL HIGHLAND (RED TRIANGLE) AT \$16.00 PER DOZEN.

CLUB NO. 1 (GOLD TRIANGLE) AT \$18.00

AMONGST THE WHISKIES ONE CAN RELY UPON.

THEY ARE PURE MALT.

GREGOR &amp; CO.

WINE MERCHANTS,

34, QUEEN'S ROAD.

## INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.  
INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS &amp; CO.

Hongkong, 28th April, 1904.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE undersigned having been appointed AGENTS for the above Company are prepared to accept risks against fire at current rates.

SIEMSEN &amp; CO.

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-EN-CHATELAIN

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept risks against fire at current rates.

REUTER, BROCKELMANN &amp; CO.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, £2,500,000

PAID-UP CAPITAL, £87,500

II. FUND FUNDS, £3,056,961 12 3

The undersigned AGENTS for the above Company, are prepared to accept risks against fire at current rates.

SHEWAN TOMES &amp; CO.

HONGKONG, 18th June, 1904.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

WITH CHAMBER FOR 10 CARTRIDGES

FIRING IN 2 SECONDS.

SHEWAN TOMES &amp; CO.

HONGKONG, 3rd October, 1900.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. FARLANE, Manager.

HONGKONG, 18th November, 1901.

## MITSUBISHI GOSHI-KWAISHA

(MITSUBISHI CO.)

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

All Agents, Western Union Codes used.

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENTS—

SHANGHAI: H. J. H. THOMPSON.

HONGKONG: H. J. H. THOMPSON.

MANILA: MACDONALD &amp; CO.

CHINKIANG: GILBERT &amp; CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenal; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinano, Nanzan and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigiu, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905.

## THE WAR IN THE FAR EAST.

The Times military correspondent wrote, on 7th January—

The fall of Port Arthur and the dawn of a new year make it a suitable moment to review the general situation at the front and to notice the changes that have taken place since this subject was last discussed in these columns on November 26.

It is stated that the capture of the great Pacific fortress will be followed by the transfer of the larger part of the besieging army to Liaoyang, and that only a small body of men will be left as a garrison at Port Arthur. This seems a reasonable proceeding, and we must consequently allow that General Nogai's three divisions will soon become available on the Shaho, either as a general reserve or, as Colonel Gaido seems to suggest, to prolong the right of the Japanese line, which will then be stronger by some 50,000 additional troops of tried value.

But this reinforcement, valuable as it is, will hardly be sufficient to offset the annihilating numerical superiority which the Japanese must now desire to provide in order to deal a crushing blow when the season allows a forward movement. We have constantly referred to the necessity which has confronted the Tokyo War Office, for the last four months past, to enlarge their views of the requirements of the situation in view of the great achievements of Prince Kihiko's department upon the Russian line of communications, and there is every reason to believe that this has been done.

In order to obtain peace, ordinary battles followed by ordinary victories and ordinary results will only lead to a useless prolongation of the struggle. Numbers only can annihilate, and the result of the great battles of Liaoyang and the Shaho must, therefore, be a very forcible manner upon the Russian line of communications.

Concerning the situation on the Shaho at this moment, the armies are in such close proximity that events are at the mercy of an incident or a stroke initiated by a subordinate. But just as two months ago, there were certain circumstances which led us to believe that neither side would advance for some time to come, so there are certain other circumstances which are worth consideration.

In order to move at this season of the year an army must be able to find food, water, forage, and fuel, and it must be housed. The supply of water presents obvious difficulties at this season, forgo there is none save what the army carries with it, and all accounts show that this is only obtained in small quantities and at great difficulty. The country and the roads present fewer difficulties for the movement of carriages at this season than at any other, it is not possible for a sustained advance to be undertaken without such serious losses of men and animals by exposure as would be almost as bad as a defeat. Nothing is impossible in war, but many things are not expedient; and though no one would care to turn a Russian reserve, which is usually turned into a very foolish act to initiate an advance without weighing all the circumstances and without being able to prosecute a movement once begun. Operations at the present date, we should judge, can only be undertaken by small bodies of troops with special equipment, in so far as continuous movements are concerned. More important affairs must be limited rather to hours than to days, and the losses by exposure for a longer period would tend to ruin the army incursions. Kuropatkin, indeed, in a recent message to a department at St. Petersburg, has expressed the losses he expects to incur by cold and exposure when he advances. The offensive is still apparently in his mind, but unless he is beguiled into an attack before Nogai's troops reach Oyama, most of his reinforcements for him in the future will be of no use.

Our armies are regularly constituted. We should certainly believe that he is at present in no condition to take the field with success, nor can we name a date when this situation is likely to be changed.

If we must all admire the pluck and gallantry of an army that does not know when it is beaten, it would also be agreeable if we could see some glimmer of an understanding of the situation in the circles of the Russian Government and in those of the higher command. But at present there is none, and consequently nothing remains but to continue the war until victory inclines to the Tsar's standards as Russia anticipates, or until honourable defeat is turned into irreparable disaster as an increasing body of opinion in the rest of the world expects.

Even General Kuropatkin has almost fallen into line with British and American opinion, now that the constant and reiterated assurances of Russian victory emanating from Berlin have been so persistently falsified by events. We are even told that the German Emperor solemnly warned the Tsar of his danger ten days before war broke out, and in the confidence of diplomacy, as our Vienna correspondent recounted yesterday, the exact words of the Imperial warning are narrated. Provided the story has not been imagined *propos coup* to restore the shattered prestige of German military foresight, his Imperial Majesty is certainly to be congratulated upon his prescience, and it is only to be regretted, for the sake of Russia, that this remarkable warning was not allowed to see the light, and that, on the contrary, very different words of expression were to be given to the General Staff and in the columns of the official inspired Press, serving to encourage the Russians to persevere in the fatal course of action which has led them to the calamities of the present hour.

As to the strategy of the campaign of 1905, it is too early to speak with confidence, but the chances are that it will be somewhat similar to that of 1904. The larger the numbers grow the greater becomes the dependence upon the railway, and there is no immediate sign of anything more interesting than developments astride the railway and old-fashioned battles of the type of Liaoyang and the Shaho. The Russians are, however, collecting pack transport, and the increase of their mountain artillery will give them rather more latitude for operations in the mountain regions later on, but the railways will probably remain the axis of all considerable movement.

Vladivostok, of course, will be liable to attack when the open weather returns, a fact which will chain the garrison to its works and also tend to detain parts of the army near Kharbin, no power given of any startling development, and the siege of Vladivostok by the Japanese will be a waste of effort, unless the Baltic Fleet managed to reach this shelter and had the ambition to renew the naval exploits and disasters of 1904, which we can hardly credit even from Russians.

It is very difficult, in all these matters, to escape from the influence of Shiao canalized our minds. The more we come to know about the battle of the Shaho, the more fully we are brought to realize that it was not so much a battle as a butchery, in which the Russians lost 60,000 men and the Japanese 16,000. Such a vast disproportion in loss is inexplicable, save under the condition that the Russian army is unequal to its enemy in tactics and leading, since during the greater

part of the engagement the Japanese were themselves the assailants.

Apart from the closing scenes of the great tragedy of Port Arthur, the attention of Russia and of the civilized world has been almost wholly absorbed of late by the liberal movement which has shaken the autocratic edifice from roof to basement and must necessarily have momentous consequences, since it is clear that the forces which have produced this political disturbance draw their strength from every class of the Russian community, from the highest nobles down through every intermediate class to the lowest of the peasants. This evolution can hardly fail to have a very decisive influence upon the duration of the war, since not only are men's minds in Russia wholly preoccupied with projects of internal reform, but they are also upon the verge of hostilities, a necessary preliminary to these reforms. The state of Poland, and the excesses committed by mobilized troops, which have been of a far more serious nature than has been allowed to transpire, all tend in the same direction.

The great liberal movement in Russia is by far the most important event in the foreign politics of our time and deserves every attention on the part of the observers. Whether it will succeed, and if so, what will be its effect upon foreign politics, is still hidden in the gloom of the future, but that it will necessarily entail a weakening of Russian power or a period of rest for Russia's neighbours is at present quite unproved. The French Revolution was a great explosive force which produced results far beyond the borders of France herself. The Russian Revolution, which is now in progress, will be confined to the territories of the Tsar, we should rather ask ourselves whether this great national movement may not entail political consequences transcending even those of the great revolt of France. When the Slav genius, hitherto trammelled and trodden down, finds scope at last for its superabundant energies and remarkable gifts, we may all be compelled to rearrange our ideas.

## GARRISON ORDERS.

HEAD QUARTERS, HONGKONG, 16th February, 1905.

GARRISON ORDERS.—Departure. No. 1. Major General F. G. Slade, C.B., Inspector of Royal Garrison Artillery, and Captain F. Hall, Royal Artillery, A.D.C., left on the 11th instant per S.S. "Simla" for Colombo.

Range.—No. 2. The 32nd Burma Infantry will take over the New Rifle Range at Old Kowloon City at 11 A.M. on Saturday next the 18th instant. A representative of the Royal Engineers will attend.

War Game.—No. 3. A War Game with the umpires and recording officers detailed in Garrison Order No. 2 of 14th instant, will be held on Saturday, tomorrow at the Headquarters Office for examination of the undermentioned officers for promotion.—Major S. H. Pedley, 2nd Royal West Kent Regt. Major S. E. Stevens, 32nd Burma Infantry. Major E. R. Wilkins, 114th Malabar Regt. Major R. D. Beith, Royal Marine Light Infantry.

By Order.

A. A. CHICHESTER, Major.

Chief Staff Officer.

ASLEEP IN THEIR SADDLES.  
"In hand-to-hand conflict men shouted, struggled, wrestled, thrust, advanced, and withdrew. By dusk the cannon and muskets were silent, and as darkness came down, the survivors fell asleep where they stood, riders in their saddles, horses in their tracks."

It was an infernal battle. Grapes and shrapnel flew like hail that October day, and history says the field was full of human victims. Yet on ground sodden with blood, and in an atmosphere reeking with the fumes of hell, men slept soundly. The reason is plain, as you may have guessed, but before the question, until you read the letters which follow. They tell the stories of actual experience, not on the field of war, but of the actual battle of life, a struggle that with most people lasts, in one form or another, as long as they live. With some the fiercest struggle they have to make is for a livelihood; with others it is for the recovery or the preservation of health.

Mrs. Susan Holders was born in England some seventy-eight years ago, and came out to this colony 71 years ago. She has kept a grocery store at Van de Luer and Longmarket Streets, Cape Town, for 38 years, and is well known to many merchants and residents in Cape Town. In a letter dated August 16th, 1904, she says:—"I am seventy-eight years of age, and an infirm I owe the prolongation of my life to a 'cure' remedy, Mother Seigel's Syrup. Three years ago I fell into a low, weakly state of health. I lost my appetite and what was worse, I could not sleep at night, and I became nervous and startled at the least noise or sound. I was also troubled with biliousness, and my stomach could not retain anything I ate. My bowels acted irregularly and caused splitting headaches. Doctors did not appear to understand my case, and instead of becoming any better I grew worse."

"I was conversing with a friend one day about the good qualities of medicines, when I was told that Mother Seigel's Curative Syrup would cure me if I would give it a trial. I began to use it, and from that day I commenced to mend. All the very distressing symptoms have left me, and I have been able to attend to business ever since my cure, which was seven years ago. My children all use Mother Seigel's Syrup for indigestion, and I recommended it to a number of my customers."

Mr. J. de Klerk is a foreman picker in one of the largest wholesale houses in Port Elizabeth. He was born in South Africa, and came to Port Elizabeth from Aberdeen, C.C., fifteen years ago. He lives in Spring Street. Writing on July 27th to the proprietors of Mother Seigel's Syrup, he says:—"Mother Seigel's Syrup has proved of inestimable value to me. Five years ago I fell into a very bad state of health through indigestion. For months my life was a misery to me; I could neither eat nor sleep and was unable to work for days together. Whenever I ate any solid food I suffered terrible pains in my stomach, followed by sickness. I tried a great many medicines until five years ago I was given a trial of Mother Seigel's Syrup. After taking only a few doses I began to improve, and by the time I had taken four bottles I had thoroughly cured me. I can now eat heartily and do a good day's work. I am glad to testify to the merits of Mother Seigel's Syrup, and you may use this statement in any way you wish."

The battle story, the facts of Mrs. Holders' and Mr. de Klerk's suffering, and the moral of them are all true. The soldiers and the horses were tired, but healthy; so they slept in spite of their exhaustion. But these quiet people living at home could not sleep because their exhaustion was not natural; it was due to the disorder caused by their ailments. The same remedy that cured them has cured hundreds of thousands of others, and stands unrivalled, and is within the reach of all.

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTONE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.

Hongkong, 2nd December, 1903.

## NOW READY.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1905.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in all European, Russian, and Chinese communities.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, its History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo.—Complete with Fourteen Maps and Plans, pp. 1,750, \$10.00. Directory only p.p. 1,300, \$6.00.

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Poitaiko	Osaka	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Taka	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Nechung	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Dahly	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Port Arthur	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Chongchun	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Wailhai	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Ningpo	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Wenchow	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Santa	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Foochow	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Chinkiang	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak
Nanking	Yokohama	Pusan	Quinhon	Yokohama	Selangor	Selangor	Medan	Iloilo	Perak

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## SHIPPING.

## ARRIVALS.

ACHILLES, British str., 4,483, R. C. Thompson, 16th Feb.,—Liverpool and Singapore 10th Feb., General.—Butterfield & Swire.  
HANOI, French str., 739, P. Merles, 16th Feb.,—Haiphong and Hongkong 15th Feb., General.—A. H. Marty.  
JASON, Norwegian str., 1,135, E. M. Nilsen, 16th Feb.,—Cardiff 6th Feb., Coal.—Alex. Ross & Co.  
MERIONTHURST, British str., 1,850, C. H. Darch, 16th Feb.,—put back, General.—Sheewan, Tomes & Co.  
OSCAR II., Norwegian str., 2,000, R. Olsen, 16th Feb.,—put back, General.—M. H. Kuhn.  
PRINCESS ALICE, German str., 6,720, P. Wotter, 16th Feb.,—Bremen and Singapore 11th Feb., Mails and General.—Melchers & Co.  
RAON, Norwegian str., 329, N. Moller, 16th Feb.,—Hongkong 11th Feb., Ballast.—Order.  
SHAOHING, British str., 1,307, Northcombe, 16th Feb.,—Shanghai 12th Feb., General.—Butterfield & Swire.  
TAKANG, British str., 16th Feb.,—from Canton.  
WAHNING, British str., 16th Feb.,—from Canton.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE.

16th February.  
Hue, French str., for Kwangchow.  
Mauang, British str., for Kuant.  
Shanghai, British str., for Canton.  
Tolsong, British str., for Shanghai.  
16th February.  
AN PHO, British str., for Koba.  
YOKOHAMA, British str., for Shanghai.  
HAIKUN, British str., for Swatow.  
HELLA, German str., for Chinkiang.  
Kwangse, British str., for Shanghai.  
LAKTES, British str., for Saigon.  
LISA, Swedish str., for Chinkiang.  
PRINCESS ALICE, German str., for Shanghai.  
PRINCESS ALICE, German str., for Paracel Island.  
SWAZI, British str., for Yokohama.

## VESSELS IN DOCK.

16th February.  
ABERDEEN DOCK.—San Cheong, M. Street.  
KOWLOON DOCK.—Katharine Park, Kasa, Dia, Holsatia, Kaitong, Cebu, H.M.S. Moorhen, Hongkong, Tides, Tientsin, Germanicus, H.M.S. Oiler.  
COSMOPOLITAN DOCK.—Machew.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATON APCAR."  
Captain E. Fey, will be despatched for the above ports TO-MORROW, the 18th inst., at 3 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LD., Agents.  
Hongkong, 13th February, 1905. 435

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship

"PURNEA."  
Captain Pearson, will be despatched as above on SUNDAY, the 19th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., Agents.  
Hongkong, 15th February, 1905. 447

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"OCEANIAN."  
Captain Oliver, will be despatched for the above ports on or about the 21st inst.  
For Freight or Passage, apply to  
L. BRIDOU, Acting Agent.  
Hongkong, 15th February, 1905. 42

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship

"CHUSAN."  
Captain H. W. Kenrick, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 25th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's "Mingola," 9,500 tons, from Colombo, Passenger's accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 8th April, 1905.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 13th February, 1905. 1

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS.

For freight and further information apply to  
SHEWAN, TOMES & CO., General Agents.  
Hongkong, 30th January, 1905. 98

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1904. 8

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 1st Mar.
AMSTERDAM, LONDON & ANTWERP.	DOMINUS	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP.	STENTON	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 14th Mar.
AMSTERDAM, LONDON & ANTWERP.	ACHILLES	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 28th Mar.
AMSTERDAM, LONDON & ANTWERP.	MACHAON	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP.	KABOW	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 25th April.
MARSEILLES, LONDON & ANTWERP, &c.	BUCHTAN	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL.	POKREMAN	Brit. str.	—	MESSAGERIES MARITIMES	MESSAGERIES MARITIMES	On 21st inst., at 1 p.m.
MARSEILLES, HAVRE & HAMBURG.	REHMANIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 18th Mar.
BREMEN, VIA PORTS OF CALL.	SACHSEN	Ger. str.	k. w.	MELCHERS & CO.	MELCHERS & CO.	On 1st Mar., at Noon.
HAVRE & HAMBURG.	SPENZA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 21st inst.
HAVRE, ANTWERP & HAMBURG.	ALBISIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE & HAMBURG.	SAMBIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 28th Mar.
HAVRE & HAMBURG.	SOVIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 4th April.
HAVRE & HAMBURG.	SILSIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 18th April.
GENOA, MARSEILLES & LIVERPOOL.	SLAVONIA	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 2nd May.
GENOA, MARSEILLES & LIVERPOOL.	ALACON	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th Mar.
GENOA, MARSEILLES & LIVERPOOL.	ALCINOUS	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th April.
TRIESTE, &c. VIA SINGAPORE, &c.	PERSEA	Aus. str.	—	SANDER, WIELER & CO.	SANDER, WIELER & CO.	On 25th inst., P.M.
ODDESSA	ARADIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 22nd inst.
ODDESSA	ANDALUSIA	Ger. str.	k. w.	HAMBURG-AMERICA LINE	HAMBURG-AMERICA LINE	On 21st inst., at Noon.
NEW YORK, VIA PORTS & SUEZ CANAL.	SATSUMA	Brit. str.	k. w.	DOUGALL & CO., LTD.	DOUGALL & CO., LTD.	Quick despatch.
NEW YORK VIA SUEZ	NUBIA	Ger. str.	2 m.	DOUGALL & CO., LTD.	DOUGALL & CO., LTD.	On 8th Mar., at Noon.
VANCOUVER, VIA SHANGHAI, &c.	EMERSON OF JAPAN	Brit. str.	1 m.	DOUGALL & CO., LTD.	DOUGALL & CO., LTD.	On 15th Mar.
VANCOUVER, VIA SHANGHAI, &c.	HYADES	Brit. str.	—	DOUGALL & CO., LTD.	DOUGALL & CO., LTD.	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	PINGUEY	Brit. str.	1 m.	DOUGALL & CO., LTD.	DOUGALL & CO., LTD.	On 6th Mar.
PORTLAND, OREGON	ARAGONIA	Brit. str.	—	PORTLAND & ASIATIC S.S. CO.	PORTLAND & ASIATIC S.S. CO.	On 5th Mar., at Daylight.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	GIRB, LIVINGSTON & CO.	GIRB, LIVINGSTON & CO.	On 8th Mar., at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE.	CHANGSHA	Brit. str.	1 m.	P. & O. S. N. Co.	P. & O. S. N. Co.	About 19th inst.
KOBE (DIRECT)	MALEA	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
KOBE	CHANGSHA	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 22nd inst.
TIEN-TSIN	KANGSO	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 24th inst., at 3 p.m.
TIEN-TSIN	CHIRI	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 25th inst.
CHIEFOO & TIEN-TSIN	WAIHING	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	TAIWAN	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	PAOTING	Brit. str.	1 m.	SANDER, WIELER & CO.	SANDER, WIELER & CO.	On 21st inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	M. BACQUEHEM	Aus. str.	—	MESSAGERIES MARITIMES	MESSAGERIES MARITIMES	About 21st inst.
SHANGHAI, KOBE & YOKOHAMA	OCEANIAN	Brit. str.	—	P. & O. S. N. Co.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	SECHUAN	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th inst.
NINGPO & SHANGHAI	PURNA	Brit. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	On 19th inst., at Daylight.
AMOI, STRAITS & RANGOON	B. JOHNSON	Jap. str.	—	OSAKA SHOSHN KAISHA	OSAKA SHOSHN KAISHA	On 19th inst., at Daylight.
TAMSU, VIA SWATOW & AMOI.	FEITHOF	Jap. str.	—	OSAKA SHOSHN KAISHA	OSAKA SHOSHN KAISHA	On 22nd inst., at Daylight.
TAMSU, VIA SWATOW & AMOI.	DECIJA	Jap. str.	—	OSAKA SHOSHN KAISHA	OSAKA SHOSHN KAISHA	On 19th inst., at 10 a.m.
SWATOW, AMOI & FOCHOW	HAITAN	Brit. str.	2 h.	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
YUENANG	YUENANG	Brit. str.	—	SHEWAN, TOMES & CO.	SHEWAN, TOMES & CO.	On 21st inst.
ZAVIRO	ZAVIRO	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 25th inst., at 10 a.m.
TAIYU	TAIYU	Brit. str.	—	DOUGALL & CO., LTD.	DOUGALL & CO., LTD.	About 14th Mar.
SHANGHAI	SHANGHAI	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th inst.
CEBU & ILOILO	KALFONG	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 22nd inst.
CEBU & ILOILO	BORNEO	Ger. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	Quick despatch.
KUDAT & SANDAKAN	ARRATON APCAR	Brit. str.	—	DAVID SASSOON & CO., LD.	DAVID SASSOON & CO., LD.	On 21st inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	On 25th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	AMARA	Brit. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	Quick despatch.
SINGAPORE & SOURABAYA	TIKATAF	Dut. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	Quick despatch.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabins Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAPIRO	2540	A. Fraser	Manila.	Sat., 18th Feb., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 25th Feb., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th February, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'hai via INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE STEAMSHIP

STEAMSHIP	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,198	Schmidt	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Bremer	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMFRON, GENERAL AGENT.

Hongkong, 15th February, 1905.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES.
SACHSEN	1st March
PRINZESS ALICE	15th March
PRINZ REGENT LUITPOLD	29th March
PRINZ HEINRICH	12th April
PRINZ EITEL FRIEDRICH	26th April
PREUSSEN	10th May
ROON	24th May
BAYERN	7th June
SACHSEN	21st June
PREUSSEN	5th July
SACHSEN	19th July
SCHARNHORST	2nd August
PREUSSEN	13th August
PRINZ EITEL FRIEDRICH	30th August

ON WEDNESDAY, the 1st day of MARCH, 1905, at Noon, the Steamship "SACHSEN," Captain Feyen, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th February. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 28th February, and Parcels will be received at the Agency Office until Noon on TUESDAY, the 28th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th February, 1905.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

## MOI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	8,753	Geo. Wright	Friday, February 17th
PLEIADES	3,753	P. G. Purinton	Wednesday, March 15th
SHAWMUT	9,668	E. V. Roberts	Friday, March 24th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT ..... 9,668 tons | E. V. Roberts ..... About 14th March.  
S.S. TREMONT ..... 9,668 tons | T. W. Garlick ..... About 14th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 10th February, 1905. 7

## SOUTH AFRIC. N LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

STEAMERS	TO SAIL.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SEALDA"	Captain Geo. Brown.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "CATHERINE PARK"	Captain Copp.

For Freight, apply to

GIRB, LIVINGSTON & CO., AGENTS.

Hongkong, 10th February, 1905. 19

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
SHANGHAI	"WAISHING"	Fri., 17th Feb., 4 p.m.
MANILA	"YUENSANG"	Fri., 17th Feb., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tues., 21st Feb., Noon.
TIEN-TSIN	"ESANG"	Fri., 24th Feb., 3 p.m.
SINGAPORE AND SOURABAYA	"AMARA"	Satur., 25th Feb., Noon.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 17th February, 1905. 18

## VESSELS ON THE BERTH

## NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
Taking Cargo at Through Rates for TAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MEXICO.  
THE Company's Steamship

"BORNEO."  
Captain E. Mable, will be ready to load for the above ports on MONDAY, the 20th inst.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"ACHILLES"	On 16th February.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 3rd March.
GLASGOW AND LIVERPOOL	"ANFENOR"	On 5th March.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 7th March.
GLASGOW AND LIVERPOOL	"PYRRHUS"	On 10th March.
GLASGOW AND LIVERPOOL	"MACHAON"	On 13th March.
GLASGOW AND LIVERPOOL	"ALCINOUS"	On 18th March.
GLASGOW AND LIVERPOOL	"OANFA"	On 21st March.
GLASGOW AND LIVERPOOL	"KAISOW"	On 25th March.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 28th March.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.

## TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 24th March.
	"OANFA"	On 24th March.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 13th February, 1905.

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	On 18th February.
NINGPO and SHANGHAI	"SZECHUAN"	On 20th February.
CEBU and ILOILO	"SUNGKIANG"	On 20th February.
SHANGHAI	"PAOTING"	On 21st February.
MANILA	"TEAN"	On 21st February.
KOBE	"CHANGSHA"	On 22nd February.
CEBU and ILOILO	"KAIFONG"	On 23rd February.
TIENTSIN	"KANSHU"	On 25th February.
CHEFOO and TIENTSIN	"CHIHLI"	On 28th February.

Attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 17th February, 1905.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	WEDNESDAY, 8th Mar.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons.
R.M.S. "ATHENIAN"	3,852 Tons.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons.
R.M.S. "TARTAR"	4,425 Tons.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
terminal rate, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent.  
2, Pedder Street.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	"MALAGA" G. W. Babot, R.M.R.	About 19th February	Freight and Passage.
LONDON, &c.	"CHUSAN" H. W. Kenrick, R.M.R.	Noon, 25th February	See Special Advertisement.
SHANGHAI	"MALTA" R. A. Peters	About 25th February	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"FORMOSA" B. W. H. Snow	About 1st March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th February, 1905.

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"B. BJORNSSON"	SUNDAY, 19th Feb., at Daylight.
ANPING, VIA SWATOW AND AMOY	"DECIMA"	WEDNESDAY, 22nd Feb., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"ERITHJOF"	SUNDAY, 26th Feb., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local British Office  
No. 8 Des Vaux Road Central.  
at Hongkong, 13th February, 1905.

T. ARIMA, Manager.

## JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
JIPANAS	JAVA PORTS	First half of March	JAPAN via SHANGHAI	First half of March
TJILATJAP	JAPAN	Second half of February	JAVA PORTS	Second half of February
TJIAHAI	JAPAN	First half of March	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.  
Hongkong, 3rd February, 1905.

Telephone No. 373.

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## HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OXFORD, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
SPEZIA	HAVRE and HAMBURG	On 21st Feb. Freight.
ALESIA	HAVRE, ANTWERP and HAMBURG	On 24th Feb. Freight.
SAMBIA	HAVRE and HAMBURG	On 28th Mar. Freight.
Capt. Luning	(Calling at Singapore, Penang and Colombo)	
BIRMANIA	MARSEILLES, HAVRE and HAMBURG	On 18th Mar. Freight & Passengers.
Capt. Behrens	(Calling at Singapore, Penang and Colombo)	
SURVIA	HAVRE and HAMBURG	On 4th April. Freight & Passengers.
Capt. Knaisel	(Calling at Singapore, Penang and Colombo)	
SILESIA	HAVRE and HAMBURG	On 18th April. Freight & Passengers.
Capt. ...	(Calling at Singapore, Penang and Colombo)	
SLAVONIA	HAVRE and HAMBURG	On 2nd May. Freight & Passengers.
Capt. Madsen	(Calling at Singapore, Penang and Colombo)	
ARCADIA	ODessa	22nd Feb. Freight.
Capt. Föck	to sail from Singapore about	
ANDALUSIA	ODessa	middle of March. Freight.
Capt. Filler	to sail from Singapore about	
NUBIA	NEW YORK via SUEZ	About beginning of April.
Capt. Habel	with liberty to call at the Malabar coast	

Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloons and cabins unspiced. Lighted throughout by electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.



AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA  
AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"  
Captain Rassevich, will leave for the above  
places on TUESDAY, the 21st inst., at Noon.  
For Freight or Passage, apply to  
SANDER, WHEELER & CO.,  
Agents.  
Princes' Buildings.  
Hongkong, 14th February, 1905.

## NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDICT"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown  
Company, and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 18th inst. will be subject to rent.  
All Claims against the Steamer must be  
presented to the Undersigned on or before the  
25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 17th inst., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 13th February, 1905.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"LAISANG,"  
having arrived from the above ports. Con-  
signees of Cargo by her are hereby informed  
that their Goods will be delivered from along-  
side.

Cargo impeding the discharge or remaining  
on board after 12 o'clock Noon, Friday, the  
17th inst., will be landed at Consignee's risk  
and expense into Godowns at EAST POINT.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 14th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c., or S. S. Ocean.  
From Persian Gulf or S. S. B. I. S. N.  
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
10 A.M., To-morrow, the 14th inst.

Goods not cleared by the 17th inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the God-  
owns for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here after  
which date they cannot be recognised. No  
Claims will be admitted after the goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-  
WERP, LONDON AND PORTS.

THE Backlund Line Steamship

"SWAZI,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods are being landed and placed at their risk  
in the Hongkong and Kowloon Wharf and  
Godown Company's Godown at Kowloon, where  
each consignment will be sorted out mark by  
mark and delivery can be obtained as soon as  
the Goods are landed.

Optional Goods will be carried on unless in-  
structions are given to the contrary before  
4 P.M., To-day, the 14th inst.

Goods not cleared before the 21st inst., will  
be subject to rent.

All ship-damaged packages must be left in  
the Godowns and notice of same sent to this  
Office before the 4th prox., or claims in con-  
nection therewith will not be recognised.

No Fire Insurance will be effected.

NIPTON YUSEN KAISHA.

Hongkong, 14th February, 1905.

ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JANUARY, to JUNE  
1904. With INDEX. Price \$7.50.  
On sale at the Hongkong Daily Press Office,  
Hongkong, 25th March, 1904.

## SHIPPING INPORT.

STEAMERS	FROM	ARRIVAL
AGINCOURT, British str.	2,376, H. T. Worsnop	14th Feb.
ANAKA, British str.	1,400, J. Mattock	13th Feb.
ATENAIDE, German str.	611, A. P. Ulderup	14th Feb.
ARDOVA, British str.	2,271, W. L. Smith	20th Jan.
ARATON APAR, British str.	2,331, E. Fay	9th Feb.
AUCHENARDEN, British str.	2,351, Crowder	14th Feb.
BORNEO, German str.	1,344, E. Muhle	8th Feb.
CEBU, Amr. str.	617, Antonio Fuchusgarri	31st Jan.
CHEFOO, British str.	800, Ingram	6th Feb.
CHINA, American str.	3,133, D. E. Frink	8th Feb.
CHOWTAI, German str.	1,104, Textor	15th Feb.
CLARA JENSEN, German steamer	1,102, J. B. Jensen	4th Feb.
COASTLINE, Italian str.	1,671, G. Solais	13th Feb.
EGREMONTE CASTLE, British str.	1,834, J. Moodie	10th Feb.
EMMA LUTHER, German str.	1,105, H. Matheson	10th Feb.
EMPEROR OF JAPAN, British str.	3,350, H. Pybas	15th Feb.
FOOSHING, British str.	1,423, S. Arthur	2nd Feb.
FORBES, British str.	1,991, P. A. Logan	14th Jan.
GERMANICUS, German str.	2,575, H. Barmann	8th Feb.
GIANG BR, British str.	1,190, J. G. Pollett	12th Feb.
HANGCHOW, British str.	999, Mawley	7th Feb.
HOLSTEIN, German str.	1,275, H. Hamei	18th Jan.
HOLSTEIN, German str.	985, J. C. Hansen	8th Feb.
HONGKONG, French str.	742, A. Suzouki	13th Feb.
HUR, French str.	795, Goddard	15th Feb.
HYADES, British str.	2,932, Geo. Wright	11th Feb.
IBRA, British str.	3,490, Robertson	10th Feb.
INDRAVALLI, British str.	3,125, S. Callington	28th Nov.
KAIPOHO, British str.	1,241, E. E. E. E.	27th Jan.
KALANG, British str.	1,435, Speed	13th Feb.
KATHARINE PARK, British str.	3,75, W. H. Copp	12th Jan.
LAISANG, British str.	3,16, P. M. B. Lake	14th Feb.
LANSEHAN, German str.	2,116, Sperling	3rd Feb.
LOONGMOON, German str.	1,245, Kalkofen	14th Feb.
LOTHIAN, British str.	3,711, J. C. Williamson	12th Feb.
LOYAL, German str.	634, Lencow	9th Feb.
MACHEW, German str.	929, Harjes	10th Feb.
MACQUARIE, British str.	2,440, St. John	14th Jan.
MADEIRNE RICKWERS, German steamer	1,111, H. Heimer	11th Feb.
MAVAN, British str.	1,644, S. J. Payne	2nd Feb.
M. STUBBE, German str.	396, P. Brandt	15th Feb.
PAKAT, German str.	1,018, Demes	11th Feb.
PAOTING, British str.	1,163, H. Wavell	8th Feb.
POLLER, Norwegian str.	794, C. Lorenson	24th Jan.
SANDRUST, British str.	2,768, Robertson	12th Feb.
SANGOLA, British str.	3,349, Jacobs	6th Feb.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE  
as hitherto, by the steamers of the NIPPON  
PACIFIC S.S. CO., BOSTON STEAMSHIP  
and TOWNSHIP CO., OCEAN S.S. CO.,  
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the  
Company's Local Office in Prince's  
Building, First Floor, Charter House  
Lane, S. M. HARA, Manager.

Hongkong, 20th May, 1904.

**BETTER THAN GONALBA**  
**MATICO**  
GRIMAUD & CO. CHIMIS PARIS  
Renowned Physicists prescribe Grimaud's Matico  
as the most active and at the same time the most  
inoffensive remedy in the treatment of Acute and  
Chronic Discharges. The Capsules, unlike Gonals,  
do not cause eruptions on the skin or produce nausea.  
**MATICO INJECTION** is used in recent  
MATICO CAPSULES in the treatment of chronic cases

**CURE FOR ASTHMA**  
**GRIMAUD'S**  
**INDIAN CIGARETTES**  
For Asthmatic people who suffer from  
OPPRESSION in breathing, BRONCHITIS,  
and PROLONGED HOARSENESS, and DIFFICULTY  
IN EXPIRATION.  
Grimaud's Cigarettes render the respira-  
tion easier, cut short the paroxysms, and  
remove the feeling of tightness across  
the chest.  
**GRIMAUD & CO. PARIS**  
Sold by all Chemists.

"HONGKONG DAILY PRESS"  
PUBLICATIONS.

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MAP OF WEST RIVER	0.25

UNTOUCHED BY HAND.  
**MELLIN'S**  
**FOOD**  
For INFANTS and INVALIDS.  
MELLIN'S FOOD is free from Starch  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.



